

Army and Navy Chronicle, AND SCIENTIFIC REPOSITORY.

Wm. Q. Force, Editor and Proprietor.—\$5 per annum.—Office corner of 10th & D streets.

VOL. II.—No. 15.] WASHINGTON, THURSDAY, OCTOBER 12, 1843. [WHOLE No. 40.

Foreign Selections.

WARNER'S DESTROYER.

For several years past, most awful and frightful rumors have agitated the anxious public,—how that we were all at the mercy of an individual who knows how to destroy us a nation, and who, if Government would not stomp down half a million of shining sovereigns for his engine, would be off, and show foreigners how to smash our fleets into shivers. This was deemed so reasonable a demand, in so momentous a case, that the impolicy, tardiness, and meanness of ministers, were pretty freely bandied about, and certain old ladies of both sexes could hardly rest on their beds; for though only men-of-war and fortresses had been threatened, there was no telling how long palaces and dwelling-houses were to go scot free. At length, in February, 1841, an experiment took place in presence of Sir Robert Peel, Sir George Murray, Sir Henry Hardinge, Sir Francis Burdett, and many others of rank and knowledge. A boat twenty-three feet long and seven broad, was placed on a large sheet of water; it was filled in with solid timber, four feet and a-half in depth, crossed in every direction, and clamped together with eight-inch spike nails. This boat, they say, weighed two and a-half tons, and the contents five and a-half tons. When the different parties had taken their positions, the inventor set his missile in motion, struck the boat and instantaneously scattered it into a thousand fragments. At the moment of collision the water parted, and presented to the eye the appearance of a huge bowl, while upon its troubled surface was noticed a corruscation closely resembling forked lightning. A column of water was lifted up in the air like a huge fountain, from which were projected upwards, for many hundred feet, the shattered fragments of the vessel, which fell, many of them, several hundred yards distant in the adjacent fields. The spectators examined many pieces, and found the huge nails snapped like carrots; the mast looked like a tree riven by lightning; and never before was witnessed so sudden and complete a destruction. How this mighty effect was produced was not disclosed, but the instrument that wrought it was only eighteen pounds in weight.

This fearful experiment was looked upon as the *experimentum crucis* on which ministers were to fork out; and on nothing being taken by the motion, dissatisfaction showed itself in many circles, first in half-suppressed murmurs, and then in downright invective. Even Sir Charles Napier, tough and untamable as we know him to be, became infected, and he demanded of the Cabinet what steps they had taken in regard to Captain Warner's invention—an

invention with which a three-decker could be destroyed in an instant. The minister replied that he had had an opportunity of seeing the extraordinary effects produced by Captain Warner's machine, and had applied to the Master General of the Ordnance, requesting him to name two officers who had the most professional knowledge, and the greatest practical skill in gunnery, and everything respecting the destruction of human life, to inquire into the discovery in the regular authorized way. The two gentlemen whom Sir George Murray selected for the purpose of making the experiments, were Sir Howard Douglas and Sir T. Hastings, and he would appeal to any person conversant with those subjects, whether more suitable parties could be selected. Captain Warner, it seems, did not acquiesce in the ministerial views, and expressed a desire that Lord Hardwicke and Lord Ingestrie should be appointed on the commission for investigating the merits of his claim. This *coquetry* held the affair in limbo, and the suspense was, in certain quarters, intolerable. At length Sir Francis Burdett brought it formally before the House of Commons, and demanded a committee to inquire into the matter. The speaker had to ask three times for a seconder; and not till the third time of asking did Captain Plumridge respond to the call. The motion being now in legal trim for a palaver, Sir Howard Douglas rose to order, and satisfactorily showed that the commissioners were disposed to conduct the investigation in the most proper manner, with a resolution to make the experiments thoroughly convincing and decisive, under all circumstances of wind, weather, and tide, and to take nothing for granted. They were determined to test the thing to the utmost; to try in no still standing water, no knocking about punts in fish ponds, but real sea-work, amidst all the difficulties of rising and falling tides; as until the promised feat of destroying a line-of-battle ship at six miles distance, or demolishing forts and animal life within them at a similar distance was performed, they must continue incredulous as to the vaunted extraordinary powers. Captain Warner's powerful objection of "money down" interrupted the proceedings; and it was moreover found that he had offered to sell his secret to the Spaniards and to the Portuguese.

Sir Robert Peel began by professing to hold himself responsible for the expenditure of the public money; hence it is his duty to examine well into the feasibility of any projects offered to him, and from their great number and variety, utterly beyond the power of any one man. Consequently he must do it by proxy, but still exerting his intellect in the selection of appropriate agents. Now in a subject so exclusively warlike, how could he name better judges than distinguished officers of the army and navy?

This advance brings us to the consideration of, who should pay for the experiments. Were the nation to try every body's suggestions, millions would be required; and at the very time that Mr. Warner was insisting on £400,000 down, before he disclosed his secret, another person assured Sir Robert Peel that he had a composition superior to Mr. Warner's, "so that a single shot striking a line-of-battle ship would consign her to destruction." But the said individual could not go to the length required by the ordnance, of depositing £500 for *undisclosed* experiments, although the public departments afford every reasonable facility, when an earnest of sincerity and probable success is given, by the parties trying the experiments at their own expense. But much more was done for Mr. Warner; for his project appearing of national importance, though hardly possible, orders were given that his asserted discovery should be experimented at the public expense, although the gigantic effects he promised appeared most marvellous. The hulk doomed to destruction was prepared at the assigned distance of six miles, and Sir Byam Martin and Sir Howard Douglas were ready to witness her demolition; but then the old demand was brought forward of a guarantee of the enormous sum of £400,000, on the *enterprise succeeding*. This important condition led to a disquisition on what degree of destruction might be interpreted into *success*, and under what circumstances this *thunder* could be wielded. Could the tremendous results be accomplished in the face of an enemy, under all circumstances, and with destructive results?

Mr. Warner, however, began to be particular as to the individuals who were to witness his operations, although it was pledged that the secret was not to be divulged; yet of all the works of man, perhaps this, or rather what he projected to do, was the least adapted for concealment. He required special friends of his to be among the *élites*. We refrain from mentioning them, because we heard respectable names brought forward; and yet it reminds us of the experimenters in animal magnetism preferring certain persons for exhibition, no doubt as the easiest acted upon. At Commander Warner's request, backed by an M.P., so far back as the 8th of July, 1834, experiments were appointed to be tried before a mixed Committee of Ordnance and Naval officers; but on the 14th of the same month he objected to going to Woolwich, and claimed a promise that the exhibition should be a *private* one, preferring only three officers of each department instead of six, and naming Wanstead Park as the field of operations. All this was acceded to, as well as appointing the 21st of that eventful month. The officers went accordingly, but could nowhere find the inventor; and it was discovered that he had that same morning left his house at Claybury for London! The result of the discussion was, that after Sir Francis had replied, and the House divided, the numbers were found to be:

For the motion,	-	-	-	-	2
Against,	-	-	-	-	72

So the noes had it, and the curiosity so strongly excited in the public for ascertaining how salt was

placed on the tail of so distant a bird, was not gratified.

The debate, however, was rather a defence of Her Majesty's Government for not entering into a speculation of which they might hold any doubt, than a demonstration that the wonderful mysterious Warnerian power was a nullity. Now even our own short span of life has brought so many seeming impossibilities into practice, that we cannot but wish this matter were brought to a final decision. We therefore entreat Mr. Warner to prove the potency of his invention, by destroying a hulk as proposed. Such an act would at once fix the wavering, stifle the envious, and so place him in the eyes of the country, that no little-minded man, or clique of little-minded men, should there be such in array, could for an instant shake his claims.—*United Service Magazine*.

ENGLISH EXPLORING EXPEDITION.—The English Government discovery ships Erebus and Terror, under the command of Captain Ross and Crozier, returned to England in the beginning of last month, after an absence of nearly four years, having within that period, within the three last successive seasons, penetrated within the Southern Polar Circle, and at each time made discoveries of greater or less interest. Some account of all these discoveries has before reached us, with the exception of those of the last winter, of which Captain Ross brings to Europe on his arrival the first report. We have indeed heard of his arrival at Rio Janeiro on the 18th of June last, but had no account of his last winter's cruise. The vessels made land at Scilly Islands, on the 27th of August, but had a tedious passage up the channel, on account of calms, and light winds; and on the 4th of September, Captain Ross landed at Folkestone, and proceeded the same day to London. The two ships arrived at Gravesend on the 7th, and subsequently to Woolwich.

The London Literary Gazette gives a condensed narrative of the whole of the four years' voyage, with a sketch of the various discoveries. The cruise of the last winter commenced on the 17th December, 1842, when the two vessels sailed from the Falkland Islands. On the 24th they saw icebergs, in the latitude of Clarence Island. The next day their progress was arrested by a solid pack of ice, and they cruised along the edge of it, for the purpose of finding a penetrable part, and on the 28th they discovered land. They cruised along the coast towards the southwest, the shore being lined with an accumulation of grounded icebergs, and the land, which they could not approach nearer than within three or four miles, covered with snow and ice, terminating at the sea in perpendicular cliffs of 20 to 30 feet in height, from which icebergs were constantly breaking away and becoming grounded in the water. On the 4th of January they were beset with more ice in latitude 64½ south, and drifted back to the northward. The next day they were extricated, and they succeeded in landing on an island in latitude 64 12, longitude 56 49 W., on the south side of a deep gulf, which they took possession of in the Queen's name. It is of volcanic origin, and though not more than two miles in di-

ameter, projects a perfectly formed crater to the height of 3500 feet above the level of the sea. On the west is a mountain which rises to the height of 7000 feet, and the western shore of the gulf consists of mountainous ranges covered with perpetual snow. They named this gulf, which is 40 miles between the Capes, the Erebus and Terror. They coasted along the shore to the southwest, between it and a chain of grounded icebergs.

They were engaged in a constant struggle with the ice to the 4th of February, when they found themselves in clear water, after being entangled for 40 days. In latitude 65, they merely crossed Weddell's returning track, and found pack ice where he found clear sea. They could not penetrate beyond latitude 65 15 south, being then 100 miles south of D'Urville's track, where he attempted unsuccessfully to follow Weddell's track.

On the 22 of February, they crossed the line of no variation in latitude 61 and longitude 24 W., in a dip of 57 degrees 40 minutes; a fact, the narrative remarks, of much importance to magnetic science, since the observations appear to prove that the supposition of there being two magnetic poles of verticity in the south (as is well known to be the case in the north) is erroneous, and that there is in reality but one magnetic pole in the southern hemisphere. On the 23d, they rounded the last extreme of the pack, and standing to the southeast, crossed the Antarctic Circle, March 1, in longitude 7½ West. In latitude 68 34, longitude 12 49, he was becalmed, and seizing the opportunity to try soundings, he found that 4000 fathoms of line would not reach the ground.

They persevered in an effort to get farther south, but the ice opposed their progress. They then encountered a tempestuous gale, which lasted three days, and they were in considerable danger, from the number of icebergs, and the darkness of the nights. The conduct of the men was admirable. On the 8th the wind shifted to the eastward, and the ships directed their course to the northward. On the 12th they were in safety. On the 17th they reached the latitude and longitude assigned to Bouvet's Island, but could not find it, and they concluded that Bouvet had been deceived by an iceberg. They bore away for the Cape of Good Hope, which they reached April 4. At the end of April they sailed again, and after touching at St. Helena and Ascension, for the purpose of repeating the magnetic observations before made at those islands, proceeded to Rio Janeiro, and thence, as above stated, to England.—*Boston Daily Advertiser*.

COURTS OF HONOR.—An ordinance has been issued by the King of Prussia for the establishment of Courts of Honor for the prevention of duelling and for the adjustment of such questions between officers or other gentlemen as have been considered as coming under the cognizance of the code of honor. By the laws of Prussia, killing in a duel is regarded as murder, and punishable with death. Quite recently, in the case of a duel at Cologne, between a Lieut. Von Pelzer and a Mr. Hein, the latter being killed, Von Pelzer was tried and sentenced to suffer death:

and his second, who was a lieutenant in the same regiment, was condemned to hard labor in a fortress for ten years. The second of Hein had not been discovered. The sentence against Von Pelzer had not been executed at the last accounts, and it was confidently expected that the King would commute it. A letter from Berlin, published in a London journal, gives the following account of the principles on which these courts are based:

"The ordinance in this matter is dated," says the letter, "July 20, and contains thirty-seven articles, from which it appears that Courts of Honor are to be permanent in all garrisons, the members being named by the King. All officers of the army, with the exception of general officers, are subject to the jurisdiction of those courts. The punishment which those courts may inflict are five, viz: reprimand, dismissal, rustication from the body of officers, deprivation of the right to wear military uniform, and removal from the dwelling which officers on half pay may have obtained. In all cases where a dispute has arisen, and a duel may follow, councils of honor are specially charged with the task of reconciling the parties.

"The officers intending to fight are bound under heavy penalties to give immediate notice to those councils, which are then to procure all the necessary information on what has passed, and should they not be able to reconcile the parties, are to refer the matter to one of the Courts of Honor. The court, after having heard the parties, will make a declaration, limited to one of the three following categories:

"1. That the honor of neither party is to be considered outraged, and the court does not think it necessary to issue a reprimand. 2. That either one or both parties is to be reprimanded, and that they are to reciprocally apologize before the court, and shake hands. 3. That one or both is to be dismissed the service. In the latter case, a report is to be addressed to the King by the Court of Honor, and an ordinance will subsequently decide on the matter. Should the parties refuse to acquiesce in the suggestions of the court, they shall be authorized to fight, but subject to the penalties given below. Should there be real cause for the duel, the Council of Honor shall make another attempt to reconcile the parties, and if this should prove unsuccessful, the council and seconds shall be present at the fight. After it has been concluded, the Council of Honor shall send in a report of the matter to the Council of War, which shall apply to the combatants the following punishments: 1. If neither adversary is killed, both shall be confined in a fortress for one or two months, according to the nature of the wounds inflicted. 2. If one has been killed, or dies of wounds, the survivor shall be put under arrest, and confined in a fortress for a time not exceeding four years, nor less than one. 3. Should the challenge be given for a duel *a outrance*, the survivor shall be confined for from five to ten years. Should neither adversary be killed, the same amount of punishment shall be inflicted on both, but reduced to a period of from two to six years. 4. If there are aggravating circumstances,

the survivor shall be sentenced to from ten to twenty years imprisonment. 5. Should a duel take place without notice being given to the Council of Honor, but in the presence of seconds, or should it take place without seconds being present, the punishment shall be increased. 6. In all cases the Council of War shall inquire if he who has sent the challenge did so deliberately and maliciously, or only in a moment of passion or irritation. In the former case the punishments may be doubled."

THE HON. EAST INDIA COMPANY'S IRON STEAMER LOODEIANA.—A most uncommon-looking steam-vessel, with two chimneys, and very much resembling a huge canoe, has been built by Mr. Laird, of North Birkenhead, for the Hon. East India Company, and is intended for the navigation of the Indian rivers. Her length is 160 feet, and her beam 24 feet. She has a pair of 45 horse engines, by Messrs. G. Forrester and Co., and such is her length, width, and flatness, that her draft of water, with her engines, coal, and all stores on board, will be only 1 foot 10½ inches! Her speed, by log, has been found to be 11½ knots an hour, beating every ferry boat on the river easily. With two loaded flats at her tail, she went through it at from 9 to 9½ knots. The chairman, deputy chairman, and several of the directors of the East India Company came from London especially to try her powers of speed, steaming, and steering, on Thursday; and after a trip to Run-corn and back, and a run to the Rock Lighthouse, they went ashore, it is reported, expressing themselves highly satisfied with her performances in all points. Her steering and turning are most remarkable. When going straight she scarcely requires the helm to be moved; and she will turn in her own length. She is entirely on a new construction, unlike any thing that has yet been built; and, from her success, will probably give rise to a new era in the shape of river craft, and lead to important improvements and practical discoveries in what may be termed surface-sailing. She has a rudder at her bow as well as aft. The engines will be taken out, and the hull separated in pieces, so that she may be sent to India by ship.

IMPERISHABLE BREAD.—We find in the *Liverpool Mercury* an account of the discovery of a method of preserving bread for an indefinite length of time. It seems that some time ago a Mr. Gilbert Claude Alzard, a Frenchman, discovered a peculiar mode of manufacturing bread, biscuits, macaroni, &c., which should possess the property of being impervious to decay, and as well of being considerably cheaper than the ordinary articles in use. In 1841, he succeeded in securing from the Emperor of Brazil a patent right for his invention; but from the violence with which he was opposed in that country, Monsieur Alzard was compelled to give up the attempt to effect any thing in that country, and determined to proceed to England with his invention, taking with him very flattering testimonials. The *Mercury* says:

"Previous to leaving the Brazils, however, a por-

tion of the manufactured articles, consisting of biscuits, fine and coarse, was enclosed in a small wooden box, closely fastened, but not air tight. The box in question was then tied with tape, the ends of which were sealed with the seal of Her Majesty's consul at Rio Janeiro, and a certificate attached, certifying that on the 22d of January, 1842, the contents, biscuits, were so inclosed. On Wednesday, in the presence of several influential gentlemen assembled in the Mayor's private room, at the town hall, the box was opened by the town clerk, its security having been previously ascertained by all present, and the genuineness of the seal verified by the Brazilian vice consul, both of whom were present. Although nearly two years had elapsed since they were packed, the contents proved as sound, sweet, and in all respects as good, as on the day when it was enclosed. This bread is manufactured of a mixture, in certain proportions, of rice and wheat flour. The coarsest quality of flour may be used, and will produce bread not inferior to that made of the finest description of flour by the ordinary method. It is also, we are informed, extremely nutritious, very beneficial to the system, and a certain antiscorbutic. Some of it was eaten by the Mayor, who pronounced it excellent, in which opinion he was joined by all present. It was asserted by M. Alzard, the discoverer of the process, that the bread would keep two centuries without the slightest alteration, and it can be offered to the consumer at six shillings per hundred weight less than the ordinary biscuit. He has secured the right to manufacture it in this country by patent."

THE FORTIFICATIONS OF PARIS.—A late number of the *Courier Français* says: "Paris is about to be encompassed with a girdle of twenty citadels, of which the perimètre is fourteen myriamètres, nearly twenty-two leagues. Of these nine are almost terminated, viz: Mont-Valérien; the fort de l'est, at St. Denis; Noisy-le-Sec; Rosny, Nogent-sur-Marne, Vincennes, Alfort, Ivry, and Issy. All could at present be armed, but the barracks are not yet finished in all. In six the works are in a great state of forwardness, viz: the Briche, the double couronne of the North, at St. Denis, Romainville, Bicêtre, Montrouge, and Vanvres. One was begun this spring, that of Aubervilliers. Four are still only marked out, viz: Meudon, Viroflay, Asnières, and the Pont de St. Maur. There are thus, in all, twenty bastilles, of four or five bastions each, bound together by strategic roads, meeting at Vincennes, the central arsenal. The whole line of forts, as well as the continuous wall, currents of water, and the roads, are commanded by the citadel of Mont-Valérien, which is to be mounted, as well as Vincennes. As to the citadels, they are to be for the moment occupied each by several battalions of infantry, and there can, thanks to the arsenal of Vincennes and the strategic roads, be placed on the ramparts two hundred pieces of artillery in less than twenty-four hours. The continuous wall is not yet terminated at Grenelle, in the plains of St. Dennis, and above the station of Ivry and has not been commenced between St. Mandé and Bercy."

Domestic Miscellany.

LOSS OF THE MISSOURI.

DESPATCH FROM THE HON. MR. CUSHING TO
THE SECRETARY OF STATE.

GIBRALTAR, August 30, 1843.

SIR: I have the honor to state that I arrived here in the Missouri on the evening of the 25th instant.

It was the intention of Captain Newton to stop here for two or three days only, and then proceed directly to Alexandria.

But on the evening of the 26th instant, at about 8 o'clock, the Missouri took fire, and, notwithstanding the strenuous exertions of Captain Newton, his officers, and crew, efficiently and zealously aided by Sir Robert Wilson, the Governor of Gibraltar, from on shore, and by Sir George Sartorius, of H. B. M. line-of-battle ship Malabar, with his officers and men, to extinguish the flames, the Missouri was, in the course of the night, consumed to the water's edge, and now lies a blackened wreck aground in the Bay of Gibraltar.

I beg leave to refer to the official letters of Captain Newton to the Secretary of the Navy, for a circumstantial account of the origin and progress of the deplorable event, by which this fine ship, after an eminently prosperous voyage across the Atlantic, fully testing her efficiency as an ocean steamer, has been lost to the navy of the United States. At the same time, there are some circumstances attending this disaster, which it may be desirable and proper to have communicated to you by me.

It seems to be satisfactorily ascertained that the fire originated in an accident, which no foresight or care on the part of the commander or officers of the Missouri could have prevented.

I deem it my duty to bear witness, as I can from personal observation, to real energy, skill, and unshaken courage, which Captain Newton and his officers manifested on this trying occasion, in directing and actively participating in the persevering labors of the ship's company to stay the course of the devouring flames. A fire on ship board is always an accident demanding the utmost vigor, presence of mind, and ready judgment, on the part of those whose lot it may be to encounter it, from the inflammable nature of the materials of which the ship is constructed, and the difficulty of meeting the flames at every point. The dangers and difficulties of the emergency are of course infinitely augmented when a fire occurs on board a man-of-war, by reason of the great quantity of gunpowder, in various forms, which she contains as the essential part of her warlike equipment, some of which, in spite of every precaution, may take fire and explode, devoting every man on board to inevitable and instant destruction. But, amid all the horrors of the scene, the commander, officers, and men, struggled manfully to the last, and until not only every hope of saving the ship was at an end, but the spread of the flames had extended so far as to render it physically impossible to protract the endeavor to extinguish them. Nothing remained, then, but to attend to the preservation of the lives

of the officers and crew; and, after all the men had been embarked in the ship's boats, and in others at hand, Captain Newton and his officers then followed, himself the last to quit the Missouri.

And I am happy to say that, although it was apprehended at first that a life or lives might have been lost, yet, on a careful muster having been this day made of the ship's company, it was found that *every man* of the crew was present and answered to his name.

I beg leave, also, to ask your attention to the fact of the zealous co-operation of the British authorities at Gibraltar in the attempt to subdue the flames and in the rescue of the ship's company from the burning ship; as, also, to the fact of the promptitude and cordiality which they have displayed in proffering all possible assistance to Captain Newton and to myself.

Sir Robert Wilson, the Governor of Gibraltar, on receiving intelligence of the fire, immediately repaired to the Mole and remained there, himself superintending in person the despatch of boats and fire engines from the shore to the Missouri and affording all assistance in his power as occasion offered, until he had ascertained that the whole of the ship's company had been taken off.

H. B. M. line-of-battle ship Malabar, commanded by Captain Sir George Sartorius, who is also a Vice Admiral in the Portuguese navy, was the only man-of-war, except the Missouri, happening at the time to be in the Bay of Gibraltar. Sir George Sartorius promptly repaired to the Missouri with a portion of his officers and men, in person aided Captain Newton and his officers and crew in struggling against the fire and taking off the men, and hospitably received a large part of them on board the Malabar, until Captain Newton could make arrangements for their permanent accommodation elsewhere. Since which Sir George Sartorius has also freely offered Captain Newton to furnish to him slops, supplies, or any thing else of use to him, from the British Government stores.

In all these acts of hospitality and sympathy on the part of the officers of the British Government here, I ought to add that the proffer was made to me of providing for me a passage to Alexandria at once in a public ship, which offer, of course, I respectfully declined.

In view of so much hearty and important assistance afforded or tendered to Captain Newton and myself by the officers of M. B. M. here, it appeared to me to be proper, and an act of public duty on my part, to make to Sir Robert Wilson and Sir George Sartorius, an official acknowledgment for acts performed by them of succor, not to individuals merely as such, but, also, as officers and servants of the Government of the United States.

I subjoin copies of the correspondence which ensued between myself and these gentlemen respectively.

While thus making known to you the friendly spirit displayed on this occasion by the officers of H. B. M. here, I ought not to omit to speak of the zealous and incessant exertions of Mr. Sprague, the eminently respectable and excellent consul of the

United States, at Gibraltar, who not only exerted himself to the utmost, officially and individually, on the night of the 26th instant, but who has dedicated his whole time to the task of alleviating the personal misfortunes of his countrymen, and energetically co-operating with Captain Newton in the care of the public property remaining on the wreck of the Missouri, and in the preparation of means for the relief of the officers and crew, and their restoration to the United States. I cannot commend too highly the deportment of Mr. Sprague on this occasion; and his general character and social standing are such as to enable him to subserve in the most effectual manner the interests of his Government.

I have to add that I have taken passage for Alexandria in the steam-packet "Oriental," which conveys the mail from England to Egypt, and by which means I shall reach my destination at the same time I should have done if the Missouri had continued her voyage up the Mediterranean. The Oriental will sail from Gibraltar on the 7th of September.

Although I have sustained a heavy loss in the destruction of a large quantity of personal effects on board the Missouri, yet I esteem myself fortunate inasmuch as I have saved the papers and other objects essentially appertaining to my mission. I was with Captain Newton, at the house of the American Consul, at the time the fire broke out, but I immediately followed him on board the ship, in a private boat, and, having secured the trunk containing my official papers, and delivered to Sir Robert Wilson a message from the ship as to the succors needed, I returned, to aid, if possible, in the only thing within my competence, that is to say, to take into my boat (as I did) some of the crew, in what I plainly saw was the approaching event, namely, the necessary abandonment of the Missouri. It is a most happy circumstance that I succeeded in saving the papers of the Legation, as, otherwise, it would have been indispensable for me to wait here two or three months, or perhaps return to the United States, for a new set of papers, thus delaying the prosecution of the objects of the mission to a degree which would have involved a long train of inconveniences, and the consequences of which would have been deeply detrimental to the public interests.

Captain Newton having been of the opinion, in which opinion I fully concurred, that it was his duty to lose no time in announcing to the Government the destruction of the Missouri, has concluded to despatch Lieutenant Winslow, one of his officers, to the United States, by the way of England. My letters will be entrusted also to his hands, and I would respectfully refer you to Lieutenant Winslow for personal information in regard to the destruction of the Missouri.

I have the honor to be, with great respect, your obedient servant,

C. CUSHING.

Hon. A. P. UPSHER, *Secretary of State.*

C. Cushing to Sir R. Wilson.

GIBRALTAR, August 28, 1843.

SIR: I discharge a duty the most imperative, and

at the same time the most welcome to my feelings, in expressing to your Excellency the emotions of profound gratitude I have experienced in view of the gallant and honorable exertions of the officers of the garrison of Gibraltar, made under the immediate personal direction of your Excellency to save from destruction the United States steam-frigate Missouri, and to rescue the officers and crew when it became necessary to abandon the ship. The succor afforded by yourself to the ship's company from the shore, and by Sir George Sartorius, from H. B. M. ship Malabar, was of the greatest possible utility and service; and the importance of the succor was enhanced by the promptitude with which it was so generously rendered. I cannot speak too gratefully and confidently of the value of those which it was my fortune to witness and partake of in person. I beg leave, in behalf of my Government, as well as of the Consul of the United States and the rest of my countrymen here, to tender to your Excellency, to Sir George Sartorius, to the officers under your and his command, and to the subjects generally of H. B. M. in the city and harbor of Gibraltar, the warmest thanks for the kind spirit manifested by all on this occasion towards the officers and ship's company of the Missouri. And, permit me to add, that it will give me the highest satisfaction to make immediate representation of these facts to my Government, and to engage its grateful recognition of the obligations thus devolved upon it, and which, I am sure, it will be proud to signify in a more formal manner to the Government of Her Britannic Majesty.

I have the honor to be, with the greatest respect, your Excellency's obedient servant,

C. CUSHING, *Minister, &c., to China.*

To Sir ROBERT THOMAS WILSON, &c.,

Governor of Gibraltar.

Sir R. Wilson to C. Cushing.

GIBRALTAR, August 29, 1843.

SIR: The sentiments contained in your Excellency's letter of this date are expressed with a generosity of feeling which will be duly appreciated by all to whom they are addressed, and by our countrymen at large whenever made known.

It was the fervent object of every one that the united efforts employed should preserve the noble vessel, so gallantly commanded and manned, and to whose devoted exertions on that occasion, your Excellency's personal example added such energy and intrepidity. But it will ever be a source of gratification to think that so much valuable life was saved, and that the kindred ties of good fellowship between the nations have been improved by such mutual manifestations of titles to reciprocal regard.

I shall not fail to acquaint Sir George Sartorius, and the naval portion of this garrison, with the communication of your Excellency's flattering acknowledgments, and to transmit your Excellency's letter, with that of Captain Newton, to my Government.

Renewing to your Excellency my sincere offers of such services as may be useful, and trusting your Excellency may reach your destination under the

most propitious auspices, I have the honor to be,
your Excellency's most obedient servant,

R. WILSON,

General and Governor.

His Excellency the Hon. C. CUSHING, &c., &c.

C. Cushing to Sir George Sartorius.

GIBRALTAR, August 28, 1843.

SIR: I beg you would allow me the pleasure to participate with Captain Newton in expressing the grateful satisfaction which, in common with him and the officers of the ill-fated Missouri, I have derived from witnessing the zealous personal exertions of yourself and the officers under your command, for the preservation of the ship and the succor of her crew, and the generous aid you have spontaneously afforded in the arrangements undertaken for the return of the ship's company to their country; and I can confidently assure you that, while the impression of your prompt and indefatigable kindness on this occasion will never be effaced from the memory of those who have been its immediate objects, it will be warmly appreciated also, and gratefully remembered by the people of the United States.

I have the honor to be, sir, with great respect,
your obedient servant,

C. CUSHING.

Vice Admiral Sir GEORGE SARTORIUS, &c. &c., H.
B. M. ship Malabar.

Sir George Sartorius to C. Cushing.

MALABAR, GIBRALTAR, August 29, 1843.

DEAR SIR; I beg to acknowledge the receipt of your Excellency's letter of this day's date, expressing in so warm a manner to the officers, ship's company, and myself, your thanks for performing a simple and honorable duty. We deeply feel the severe affliction that the late awful catastrophe must have caused you, the captain, and officers of the ill-fated Missouri. Our kindred connections and language rendered the task on our side of sharing in the common danger one of deep interest and of readier execution. I cannot here help expressing a heartfelt wish that it may only be in acts of kindness and friendship that our two related nations may carry on their future contests for the happiness and prosperity of each other.

With our sincere sympathy and good wishes, believe me, dear sir, very faithfully yours,

G. R. SARTORIUS.

To his Excellency

The Hon. C. CUSHING, &c., &c., &c.

LETTER FROM LIEUT. WINSLOW.

The Missouri had arrived at Gibraltar the day before, and was making all despatch for the continuance of her voyage up the Mediterranean, when the fire broke out. The alarm was given a few minutes before eight o'clock in the evening, and was followed by such a burst of flame as led to the belief that oil or spirits was the cause. Immediately on the alarm the drum sounded, men repaired to their quarters, and every exertion was made to extinguish the flames. About half past eight, the fire seemed to have been checked by the great volume of water

which had been thrown upon it; but its breaking out with renewed violence shortly afterwards dispelled the momentary hope that the element was conquered. This being apparent, the cocks throughout the ship were opened, the after magazine was drowned, and the shells which were likely to explode were thrown overboard; but all attempts to get at the forward magazine proved fruitless, from the dense body of smoke and flame which enveloped it. The only hope that remained now was that the valves in the water tight divisions might be open, and that the ship would settle far enough before grounding to flood the powder.

Signals for assistance were made, and about half an hour afterwards boats began to arrive from the English seventy-four Malabar, and from town. Three engines were thus added to the force on board, and renewed efforts were made to subdue the flames, though without any sensible effect. At a few minutes before eleven, the whole body of coal being on fire, the flames burst up through the after hatches and filled the quarter deck with such masses of smoke that the men were forced to retreat on the outside of the ship for protection. Sir George Sartorius, commanding the English seamen, seeing the state of things at this period, withdrew his men to their boats. This seemed to be the signal for a general departure of assistance. The word having spread among the boats from shore that the magazines were about exploding, the ship was in a short time deserted by her friends. All hopes now rested on the forward pumps, which were kept going incessantly, though with scarcely a hope of success.

At about half past eleven, the flames having spread, rolling up the gangways, and dividing the crew into squads about the rigging and bowsprit, the captain consulted with the few officers he could collect around him, consisting of one or two lieutenants and an English army officer, who had been left by the shore boats, and concluded by giving the order to the crew to save themselves. The men, who had huddled together on the bowsprit and sides of the ship, now plunged into the water, hanging on by the buoy ropes until they were relieved by assistance.

The ship continued to burn throughout the night, presenting one of the grandest spectacles, occasionally relieved by explosion of heavy shells, and the scattering of fragments. About two o'clock, some of the tanks in the forward magazine blew up with a terrible concussion, breaking many windows in the town, and creating other damage around.

We are happy to learn, however, that Mr. Cushing saved all his valuable effects in the early part of the fire. His departure was only delayed for the English steamer of the 7th; in which vessel he left for Alexandria. The officers and crew lost every thing except the clothes they had on.

A subsequent investigation proved that the fire originated in the engine room from spirits of turpentine, which run down from one of the store-rooms above.

From the Gibraltar Chronicle.

We regret to announce the total destruction, by fire,

of the splendid American steam-frigate, the *Missouri*, while at anchor in this bay, on Saturday week. She had the Hon. Mr. Cushing on board, proceeding to Alexandria, *en route* for China, as minister.

The alarm was first given at eight o'clock precisely, and was immediately followed by such a burst of flame from the engineer's store-room as to lead to the belief that it originated among the oil and spirits. Every exertion was made to subdue it, and the large pumps were instantly put into operation; but the progress of the flames was so rapid, that it became necessary to float the two magazines, which was done so effectually that it was not until twenty minutes after three A. M. that any explosion took place, and then not to an extent to endanger the shipping in the bay, the nearest of which had already been removed by the exertions of the acting captain of the port. Assistance was promptly sent from the *Malabar*, under the personal superintendence of Sir George Sartorius; and the *Locust* got up her steam and ran alongside the *Missouri*, with the view of towing her into deeper water, or rendering any other aid; but, unfortunately, she had already grounded, which rendered it impossible to scuttle her.

As soon as the fire broke out, the governor ordered the Waterport gate to be opened, and proceeded himself to the wharf, from whence he despatched two engines under charge of the artillery and sappers; but in spite of the united efforts of the crew of the *Missouri* and her friendly auxiliaries, the progress of the flames, which at one time appeared to be got under, was such, that at length Captain Newton was forced to abandon his ship, after summoning a council of his own officers and those British officers about him, who unanimously decided there was no hope of saving the ship.

The order was then given by Captain Newton for all to quit the ship, which was done immediately by the crew taking to the water, and receiving the ready assistance of boats sent, in anticipation of the exigency, from the *Malabar* and from the vessels in the harbor. Such was the state of the ship, when the officers and crew left her, that they saved nothing but what they had on. Captain Newton did not quit the ship until all had left her, about a quarter past eleven o'clock. We are happy to add, that the officers and crew are believed to be all saved.

His Excellency the American Minister, after securing his papers of importance, returned to the ship, and zealously united his exertions to those of her officers.

The line wall was crowded until a very late hour with spectators, anxiously watching the fate of the noble ship. The sight was awfully grand; until the masts at length fell overboard, the tracery of her spars and shrouds standing out in bright relief against the dark sky, was beautiful. The whole rock was as light as day; and probably such a sight has not been witnessed in the bay since the conflagration of the floating batteries in the memorable siege.

We trust it will not be considered presumptuous to refer to the discipline on board the ill-fated vessel; but, as persons, employed alongside during the pro-

gress of the calamity, and on whose veracity we can place the utmost reliance, have been desirous of bearing undeniable testimony on this most important subject, we beg to inform our readers that they describe the discipline and order on board as most admirable. The several orders were given and obeyed as if the vessel had been in perfect safety, and nothing had occurred to excite alarm or confusion.

IRON STEAM VESSELS.—It is matter of record that iron was first used in the construction of vessels in England, as early as 1810. From that time until 1820, we hear of no similar employment of this material. Then a steam-vessel was built at the Horseley Iron Works, which made the voyage between the English and French capitals, without unlading any part of her cargo. This vessel (the *Aaron Manby*) is still in good condition, though upwards of twenty years old, her hull never having required any repairs. In 1825 a small iron steamboat was built and placed on the *Shannon*, where she is still employed, and is in good condition. In 1832, an iron steam-vessel built at Liverpool, made the voyage from that port to the coast of Africa, and twice ascended the *Niger*. Since that time many others have been built. A single builder (John Laird) near Liverpool, has constructed not less than forty-five iron vessels, of the aggregate burden of 12,600 tons. The total number launched since 1830, is said to exceed 150, the largest of which now in use (excepting always the *Great Britain*) is the *Guadaloupe*, a steam-frigate of 788 tons, carrying sixty eight pounders, and belonging to the Mexican Government. A large part of the steam-navy of the East India Company consists of iron vessels. Twenty-five of them are now in use in India, and among them are the *Nemesis*, the *Phlegethan*, the *Ariadne*, and *Medusa*, names familiar to the readers of China-war news. These facts, which we gather from an English magazine, are sufficient, we should think, in connection with the fact that the building of iron vessels is still going on at Liverpool, to show that the iron for this purpose is no longer regarded as an experiment abroad.

Nor is it so regarded, if we may judge from what is doing, in this country. We have heretofore alluded to the number of iron vessels now building and in use in various parts of the United States. But our enumeration has by no means included all. As to the number, bulk and uses of those now building by the United States Government (eight in all) we find the following information in the *Buffalo Gazette*, of a recent date:

The United States Government are now building the following iron steam-vessels, viz:

For Lake Erie.—One for the Topographical Engineers of 97 feet long, 18 feet 6 inches beam, 8 feet deep, to be propelled by two of Hunter's submerged paddle-wheels, 8 feet diameter by 22 inches wide, paddles 10 inches deep. These wheels work horizontally, and are entirely under water. This vessel will have two horizontal high pressure engines, each cylinder being 16 inches diameter, 26 inches stroke. This vessel was built at the West Point Foundry. Her keel has already been laid, and it is calculated

that she will be ready to launch sometime in November.

There are also building for the revenue service, under the direction of Capt. Howard, six iron revenue cutters, four to be propelled by Lieut. Hunter's submerged wheel, and two by Erickson's propellers. The steam power in each of the vessels is to be equal. Of these vessels, four are for the Atlantic, one for Lake Erie, and one for Lake Ontario, and are being built as follows: one vessel and engine on Hunter's plan for the Atlantic, at the West Point Foundry; one vessel and engine on Hunter's plan for the Atlantic, at Pittsburgh; one vessel and engine on Erickson's plan, for Lake Ontario, at Pittsburg; one vessel on Hunter's plan, for Lake Erie, at Novelty Works, New York—engines for same at Buffalo Steam Engine Works; one vessel on Erickson's plan for the Atlantic, by R. L. Schuyler, New York—engines for same by Phenix Foundry, New York: one vessel on Hunter's plan for the Atlantic, by C. Alger, of Boston—engine for same, Merrick & Towne, Philadelphia. These vessels are all 140 feet long, 23 feet beam, 10 feet hold, will have three masts and be schooner rigged, and will all be in service next season.

There is also being put up at Erie, an iron steam-frigate, of 700 tons. This vessel will be in operation next season. She is to have two inclined low-pressure engines, and will be propelled by the side paddle-wheel. Vessel designed and built under the direction of Mr. Hart, U. S. Naval Constructor. Engines designed by Charles W. Copeland, Engineer U. S. Navy.—*Albany Argus*.

PROFESSOR MORSE'S ELECTRO-MAGNETIC TELEGRAPH.—We have been recently favored with an opportunity of witnessing some remarkable experiments preparatory to the construction of the telegraphic line between the cities of Baltimore and Washington. Wires to the total length of 158 miles having been prepared, it was thought proper by Professor Morse that this unusual length of wire should be used as a test of the powers of his system and also as a means of determining such points of scientific inquiry as might depend upon the employment of apparatus of such remarkable magnitude.

Several scientific gentlemen were present—Professor Renwick of Columbia college, Professor Draper of the New York city University, Professor Ellet of the south Columbia college, J. R. Peters, C. E., and Drs. Fisher and Gale, assistants to Professor Morse. The arrangements, from their temporary character, were not intended to show the perfect working of the finished telegraph. The powerful battery employed was operated under the disadvantages of imperfect insulation and the dampness of the earth above which they were supported. This was feelingly demonstrated by the liberal supply of shocks given in every direction by the slightest contact. Notwithstanding the disadvantages, the results were such as to afford the utmost gratification to all present. The battery employed was of the form known as "Groves' Constant Battery," with plates of platinum in pure nitric acid, and amalgamated zinc in

dilute sulphuric acid—the two liquids separated by a porous diaphragm. One hundred of these pairs were sufficient to work the magnets through the whole 158 miles of wire, and that too, in the space of a scarcely appreciable fraction of a second of time. A portion of this interval was consumed in overcoming the resistance of the spring attached to the moving point and the friction of the joint, so that, as far as speed of communication is concerned, we may safely say that the action is instantaneous through this length of wire. This result, although in accordance with the known laws of electric action, was yet gratifying, as affording a confirmation of them when applied to an "extreme case." The use of a larger number of pairs, of course, increased the power of the magnets.

A series of experiments was then made to ascertain the resistance to passage of the electric current by various lengths, of from 2 to 158 miles of wire. The result was again in accordance with what had been predicted. This resistance increases rapidly with the first few miles, and less and less rapidly afterwards, until for very great lengths no sensible difference can be observed. This is a most fortunate circumstance in the employment of electro-magnetism for telegraphic purposes, since, contrary to all other modes of communicating intelligence, the difficulty to be overcome decreases in proportion to the distance.

Several other experiments, suggested by the unusual opportunity of a very large battery, were then made; and one circumstance throughout the whole time consumed, several hours, was worthy of note—we refer to the remarkably constant effect of the battery. This is one of the advantages of recent improvements, since the apparatus formerly in use was subject to a very rapid and permanent loss of power.

Since these experiments were made, we have seen in the Glasgow "Practical Mechanic and Civil Engineers' Magazine," a description of the telegraph of Messrs. Cooke and Wheatstone*—a more recent invention than that of Professor Morse, as may be seen by a reference to our number containing the report of the committee in Congress, on the bill giving an appropriation for a trial of Professor Morse's plan. Notwithstanding the early date of this invention, 1832, the article in question gravely asserts that the history of electro-magnetic telegraphs dates from the year 1836, although the priority of invention by Professor Morse was known to most of the scientific men of Europe.

An attentive examination of the two plans will soon convince any one understanding any thing about such matters, that they never can become rivals. The telegraph of Cooke and Wheatstone, although similar to that of Morse in principle, is totally different in its applications. In the English telegraph a number of signs to denote the letters of the alphabet or the signals of an arbitrary code are *exhibited*, not written down. They may be compared to the manual alphabet of the deaf and dumb, with this exception, that three successive signs are required for some-

* See Chronicle, page 289.

letters, and the dial must be attentively watched, or the signals are lost and cannot be recovered, unless by a second transmission. In the American telegraph the intelligence is written down, and any thing expressed by ordinary written language, letters, figures or cyphers, may be instantaneously transmitted and recorded, even in duplicate, triplicate, or quadruplicate, if desirable. The absence of an attendant, therefore, makes no difference in the reception of intelligence. The American invention has the advantage, also, in point of expense; and from several ingenious improvements in the mode of preparing and jaying the wires, we feel assured that its liability to derangement is far less than that of the more costly English telegraph.

In its most elementary form the apparatus of Cooke and Wheatstone has been in use upon several railroads, and if the power of transmitting but two signals, as on the Blackwall railway, is worth the original outlay, the possession of an unlimited communication for the purposes of the company or of individuals must certainly be worth much more, and yet the cost is in fact less.

A single track of railroad of any length can be made as effective and as safe by means of this auxiliary, as any double track can be; and this too, at an original outlay of about the sum required annually to keep a track in repair. The advantages to railroads of this important invention can easily be understood by those familiar with railroad management, and if to these we add the profit to be derived from the transmission of intelligence, we certainly think there is ample inducement for its employment upon every railroad in the United States.—*American Railroad Journal*.

INDIAN AFFAIRS.—We understand from Major D. D. Mitchell, Superintendent of Indian Affairs, who has just returned from a visit to most of the border tribes, that the Ottobes, who committed several outrages during the last summer, manifested a disposition to make the "amende honorable" by giving up the offenders when demanded, together with many fair promises to behave better hereafter. Two of the most guilty were accordingly delivered into the hands of the superintendent and sent down to Fort Leavenworth to be kept as hostages, or punished as the Government might direct. The guard-house, it appears, they found less agreeable than their "native wild woods," and so made up their minds to return home or die in the attempt.

About the third day of their confinement they made a rush on the sentinels. One of them was shot down and died immediately; the other seized a musket, bounded away over the hills, and was heard of no more. There is but little doubt that he reached his village in safety, where he will most likely tell such a horrible tale about the murder of his comrade as will not fail to stir up the hot blood of his excitable tribe and drive them on to the commission of further and greater outrages.

The tribes are said to be generally quiet and much pleased with the early payment of their annuities, which enables them to commence their fall hunts without the usual delay.—*St. Louis Republican*.

Correspondence of the Savannah Republican.

CRUISE OF THE SOMERS.

U. S. BRIG SOMERS,

PENSACOLA BAY, September 20, 1843.

From the 4th to the 6th instant, nothing of consequence transpired, but on the latter day spoke the Spanish ship *Zafra*, three days from St. Jago de Cuba, bound to Havana. She had seven men sick and required medical assistance. Held a council of war in the cabin as to what had best be done, as we thought it was the yellow fever. Humanity said send, prudence said let him alone; but the former conquered, and the brig was hove to, Danish colors hoisted and a boat lowered and the surgeon went on board, done what little could be done in a short visit, returned on board and filled away. Stood along the Cuban coast, looked around the Isle of Pines and also Cape Antonio, then ran down to Isla de Magires or Woman's Isle, and then hauled our wind and commenced beating back to go over the same ground again.

Wednesday evening, 16th instant, made Cape Antonio the second time, and a suspicious looking schooner in shore; went to quarters, loaded all the muskets and pistols, got out all cutlasses, &c., and made all preparation for astonishing the man with the black flag. When within half a mile, she hoisted Spanish colors, and we found nothing but a poor trader, so beat the retreat, and damned her for not being a pirate. Kept under easy sail all the night. The next morning at daylight discovered a large man-of-war brig off the Cape, made sail towards her; when within a short distance of her, she made sail and filled away with a kind of catch-me-if-you-can sort of air. We then made the same sail, and in two hours we had beaten our friend (a French brig-of-war) at least $3\frac{1}{2}$ miles dead to windward. In the afternoon we once more stood on our course; towards sundown made another suspicious looking sail in shore, tacked and stood for her. After getting close enough to distinguish her hull, made her out a small trader, and so stood off shore again.

Saturday morning, the 19th instant, we discovered five sail from aloft, and about 8 A. M. discovered one to be a barque, another a schooner, and a third a brigantine. At this time our vessel was much disguised, our battery being run in, &c. At 10, the barque and schooner had passed to leeward of us, but the brigantine was about three miles to windward, standing direct for us, with all stun' sails set; suddenly she took in all stun' sails, and hauled her wind, having evidently discovered us to be a man-of-war. We showed Portuguese colors, but it was no use—the bird was scared. The wind at this time was very light, and we had to deal with a clipper a running. At 11 commenced all the excitement of a chase. "Now we gain on her;" "She's beating us;" "I'll bet two to one she's under our guns before night;" and other patriotic sentences greeted your ears turn which way you would. One midshipman had gone aloft to the fore-royalmast head, and was measuring distances. After being aloft

one hour he came down, and he assured us we had gained on the chase *thirty-two feet* in that time. It is needless to say this was a "werry wealarous" young man. The excitement all day was intense, but in spite of all we could say, he gradually crawled dead to windward of us; and at 2 P. M. it was very evident we were a beaten vessel. At 4, we got a tolerable breeze, and came up "hand over fist," and by 6 o'clock we were within two miles, and then came forth the curses, not long but deep, at our having no long gun. At 7 it was quite dark, the chase still in sight, ahead about a mile and a half distant: and it was then very evident that unless we kept him in sight during the night he would escape; so accordingly spy-glasses, night-glasses, looking-glasses, and in fact every thing that ingenuity could contrive was used, but it was useless, he gave us the slip; and occasional exclamations from patriotic individuals to the effect that they saw him, would not cheer our fallen spirits. These lasted until about 10 P. M., when all gave up looking. It was a star-light night, but a cloudy horizon. Imagine fifty persons looking for him. One says, "I see him." "Where?" "Under that star." "So do I; half point on the lee bow." "I mean on the weather bow." "No; he's dead to leeward by this time," singing "Take your time, Miss Lucy." Such exclamations we heard on all sides. Whilst in chase of him, several persons were on the lookout aloft. One saw "a long gun covered over, and lots of men;" another, spars towing overboard, etc. Several officers think it was a piratical vessel; my own opinion is, he was a slaver, and took us for one of John Bull's cruisers, and of course ran from us. So ended this remarkable chase.

Nothing occurred again until Thursday the 24th instant, when we made the Jardine Keys, and a small sail anchored inside the reefs; she was evidently a fisherman, but some wiseacres must make her out to be a suspicious vessel; we accordingly ran as near the Keys as safety would permit, and then called away two boats, manned with 1 lieutenant, 2 midshipmen and 9 men, having 1 musket, 2 pistols, 1 cutlass, 5 musket rounds and 10 pistol rounds, for each soul, also provisions and necessaries for 48 hours absence from the vessel. After all being ready, it was decided not to send the boats. From this time until the following Tuesday, we saw but few sail and none of those suspicious. On that day we made a brigantine, kept away in pursuit; when within a mile she tacked and stood for us, exchanged signals and found her to be the U. S. brig *Boxer*, also cruising for the pirate. After laying to and communicating for a couple of hours, we each filled away on our respective courses.

Friday, September 1st, made Cape Antonio again, and then hauled our wind for Bahia Honda, on the north side of Cuba. This place we looked into on the 5th instant; we then kept away for the Cape to pay our final visit, ere taking our departure for Pensacola. Thursday, 7th instant, we made it, and at 5 P. M. we filled away for this place, with every prospect of a quick run. In two days and a half, we had run 450 miles, and were then 98 distant, when

it fell calm and continued so during Sunday, Monday, and Tuesday. On Wednesday we made Mobile point, and had a head wind for our port. Nevertheless we beat up and got in Thursday afternoon, after a seven days' run, distance 530 miles. Thus ended our long cruise of 43 days at sea, during which time we overhauled 10 or 12 vessels, and looked at 50 or 60 more. We had remarkable fine weather, although very hot, and sailed over several thousand miles. We have a fine crew and good officers, and our captain is every inch a sailor. There is some talk of our going North, if so, we hope to take Savannah in our route, as the kindness of her citizens on a former occasion, will not be forgotten soon.

MATTHEW WISEACRE.

YELLOW FEVER.—An anecdote is told of one of the steam-frigate Gomar's surgeons, which is highly creditable to him, not only as a medical officer, but as a man. It appears that three of her crew had, consecutively, died in the same bed at the hospital; a fourth was brought, but refused to go into the bed, alleging that it would be the death of him. The doctor, to show him the fallacy of his dread, slept in it himself, with the sick man beside him in another bunk, three or four nights, until he was entirely recovered; when he sent him on board and had him punished for disobedience of orders. Such acts on the part of the medical corps are calculated to take from that loathsome disease (yellow fever) one half of its terrors; and I have ever been of the opinion if one can keep man's heart from sinking, when in pain or sickness, his chance of recovery is much greater than otherwise.

The Paris *Moniteur* publishes a report, addressed by Vice-Admiral De Mackan to the King, giving to his Majesty an account of the situation of the Department of the Marine, and demanding an extraordinary credit, intended to cover unforeseen expenses. The Minister exposed that the budget of 1843 only provided for 164 vessels, namely, 140 armed, 22 laid up in ordinary, and 2 in commission, whilst the effective force was still 207, 192 of which are armed, instead of 140. He then observes, that a mature examination had demonstrated to him that if any reductions were possible they should be very limited.

SHIP'S PUMPS.—We have had our attention called to a new, and, as we think, an ingenious plan for discharging water from a ship's hold, by connecting the pump with the capstan, to work which it is well known is much more convenient and easy than to operate upon the brakes of the pump. There is also a contrivance for making the capstan turn by the action of the sea in rough weather, which works the pumps without the application of manual power.

A model of the above plan may be seen at the New England Mutual Marine Insurance Office, and we think it worthy the notice of ship builders, owners, and masters.—*Boston Atlas*.

WASHINGTON.

THURSDAY, OCTOBER 12, 1843.

The brigs *Pioneer* and *Consort* have been ordered to be fitted out as store-ships, probably intended for the African squadron.

The schooner *Wave* will take the place of the *Pioneer* as receiving vessel on the Baltimore station.

The rendezvous at Charleston, S. C., is to be re-opened under Commander Pinckney, and the schooner *On-ka-hy-e*, under command of Commander J. D. Knight, is designated as the receiving vessel.

The Quarterly Navy Register, corrected to the 1st of October, by Mr. B. Homans, of the Navy Department, is published and ready for sale.

A GREAT GUN.—It is becoming more and more evident every day, that Sam Patch was full of wisdom when he said, "some things can be done as well as others." Great guns have usually been cast, but it was found that the casting was very liable to be imperfect, and that the casting was very likely to burst, and kill their friends more surely than their enemies. It has therefore become most desirable for those who fire off such guns, that they should be made of wrought iron, and in the strongest possible manner. Great guns are of great importance, for they run to meet an enemy when he is a great way off, so that he is used up before he can get near enough to return the compliment. Think of being hit by a two hundred and four pound shot, when you are in perfect security three miles from the enemy! Mr. L. D. Ward has been forging a gun at his shop on the North River, four miles from Wall street, which weighs fifteen tons. It was begun by welding additional pieces to the nucleus, until it has attained its present fair proportions. The gun is suspended by a chain running over a wheel at the end of the crow, so that it is easily rolled over or swung around from the fire to the anvil and immense trip hammer. The heating is performed in the blaze of a furnace, as steam is generated. From the forge the gun is to go to the turning lathe and boring auger, and then on board the new steam-vessel-of-war the Princeton, now building under the care of Capt. Stockton. *Journal of Commerce.*

COL. CROGAN.—It appears from the Iowa Herald of the 8th inst., that Col. Crogan, the gallant defender of Fort Stephenson, who has held the office of Inspector General of the United States army for the last eighteen years, passed up on the Ohio a few evenings since on a visit of inspection to the northwestern military posts. The colonel is said to enjoy good health, and looked as though there was several good fights in him yet. Long may he live to enjoy the honor of being called one of the most undaunted and fearless warriors of the United States.

ACADEMY OF SCIENCES, PARIS, JUNE 12.

TEMPERATURE OF THE WELLS AT MONTE-MASSI, NEAR GRASSETTO, IN TUSCANY.—By M. Leopold Pilla.

This well has been sunk in a plain which extends from the foot of the Monte-Massi mountains near the sea, to some distance beyond Grosseto. Its depth is 348 metres,* the orifice above the level of the ocean 53 metres, and consequently the depth below it 295 metres. The excavation is still continued. Its sides are boxed up to a very great depth. I descended the shaft with M. Pitiot, on the evening of the 10th of April, for the purpose of making thermometric observations. The temperature of the open air, about noon, just before our descent, being 17° 2 centigrade. The first strata we traversed were of a schistous argil, somewhat hard, with narrow veins of coal. At the depth of 116 metres we found a stratum of coal into which a small gallery had been cut, and the thermometer suspended here showed 25° centigrade. The warmth already impeded respiration, and before we had descended one half the depth, I experienced the most painful sensations. No further observations were made until my arrival at the bottom.

The lower part of the well is of less diameter than above, and has no casing. Here the stratas traversed were generally of a very hard argil, alternated with others of a grey felspar, their solidity obviating the necessity for support. We arrived at the bottom in about three quarters of an hour, and found it, as we had observed the sides, entirely dry. Indeed, the rocks appeared so arid that they reminded me of the cinders and rocks of Vesuvius, which are agglutinated by the action of internal heat.

A constant current of air was established by a partition of wood which divided the well into two channels and produced two currents of air, one ascending, the other descending. At the moment of our arrival, the thermometer in air denoted 31° 2 centigrade. Then I plunged it into a hollow which I made in the rock, and it mounted to 35°. We ascended after about a quarter of an hour, leaving the thermometer in the rock, and experienced in a remarkable manner, as we approached the surface, a contrary sensation to that we had found in descending, viz: one of progressive cold or decrease of temperature. We met M. Bunsen half way, descending; and recommended him to observe the thermometer left in the rock, whilst we awaited his return in the upper gallery, examining the strata of coal. M. Bunsen found the thermometer at 41° 7, at which it continued the whole ten minutes of his stay.

At the same time M. Matteucci ascertained the temperature of the current issuing as an impetuous blast from the orifice of the air tube to be 19° 7 centigrade. It would doubtless have been more elevated if the partition which separated the two currents of air in the well had hindered their mixture; and this is so true, that the broken masses of rock just raised to the surface, were at a temperature 31° 2.

If we compare *absolute* depths, there are doubtless other excavations deeper than this; but I regard the

* Each metre 3.27 feet English.

position of the Tuscan well relatively to the level of the sea, as of the greatest consideration. M. Daubuisson remarks, that the deepest mines of Saxony, Harz, Hungary, the Tyrol and France, are so situated that they scarcely attain the surface of the sea; (*Geognosii*, vol. I.) whilst there is an apparent contradiction in the following passage.

"At Whitehaven, in Cumberland, there are mines which extend 1,000 metres under the sea,* and which are more than 200 metres below its bed. I descended the mines at Anzin, near Valenciennes to the depth of 350 metres, and was then 300 metres below the surface of the ocean, *perhaps the greatest absolute depth which men have ever attained*. It is true, some authors say the mines of Namur are 700 metres deep; but this fact is not positive, and nothing indicates that we can accomplish a depth of 400 metres below the level of the ocean." Rejecting doubtful cases, the following is a table of places where excavations are deeper than the well at Monte-Massi, their positions relatively to the surface of the sea, and the thermometric observations made in them.

Name of mine and depth at which it corresponds with level of sea.	Depth in metres.	Position of the bottom of the mine compared with the sea.	Temperature of rocks and springs in centigrade degrees.	Mean temperature of the country.	Observer and time of observation.
<i>Valenciana</i> , near Guanaxato. Silver mine. Opened in a plateau elevated 1000 toises above the level of ocean.	522	Much superior.	36° 8 in the water	16°	Humboldt.
<i>Dalcoath</i> , in Cornwall. Silver and copper. Level of the sea corresponds to a depth of 110 metres.	421	311 metres lower	27° 8 water 24° 2 in the rock	10°	Rede, 1815. Fox, 1822.
<i>Alte Staffnung-Gotte</i> , in Saxony. Silver and lead. Sea level corresponds to a great depth.	380	Perhaps 30 metres lower	18° 7 in the rock	8°	Irebra, 1815.
<i>Weal-Abraham</i> , in Cornwall. Copper and tin. There is no indication of the depth to which the sea level corresponds.	366	?	25° 6 in the water	?	Capt. Lean, 1815.
<i>United-Mines</i> , in Cornwall. Copper and tin. Level of sea corresponds to a depth of 91 metres.	366	275 metres lower	30° 5 in the water	10°	Fox, 1821.
<i>Killingworth</i> , in Northumberland. Fossil coal. This is considered the deepest colliery in England; but there is no knowledge of corresponding sea level.	366	?	23° 3 in the water	9° 4	Bald.
<i>Wells of Monte-Massi</i> , in Tuscany. Seeking for coal. Level of the sea 53 metres below surface of ground.	348	295 metres lower	41° 7 in the rock	18° ?	Pillz, Bunsen, Matteucci, 1843.

* The mines at Whitehaven (Eng.) extend more than two miles under the sea.—Translator.

From the preceding table it is seen, that we have never realized a greater depth with the thermometer than 522 metres. I speak, of course, of depths attained by man, for the artesian well at Grenelle, it is well known, is of much greater depth; and, among the localities named, the wells at Monte-Massi hold the seventh rank among the great subterranean excavations where temperature is known. They are also the deepest in Italy. The fossil salt mine of Langro, in Calabria, which I visited in 1835, is another profound excavation in our peninsula. There is no accurate knowledge of its exact depth, although I do not regard it so great as that of Monte Massi, and I am very sure its bottom is above the level of the sea. Upon this latter point, there may perhaps be some little exaggeration respecting the coal mines of Whitehaven, as the temperature observations made there by M. Bald were at a point not lower than 146 metres. (*Ann. de Chemie. tom. xiii., p. 204.*) Killingsworth mine in Northumberland, was, in 1820, considered the deepest of the English collieries, and its absolute depth was only 366 metres, (*loc. cit., p. 206;*) and I am doubtful, from the vague manner the information comes, whether they have attained such profound depths at Whitehaven since the above epoch. Putting this aside, therefore, the preceding table shows that the greatest depth reached below the ocean, is that of the Dalcoath mine in Cornwall, viz: 311 metres; and the next, that of Monte-Massi, 295 metres below the Mediterranean.

The importance of the Tuscan wells is augmented when we compare the observed temperature with that which has been found in other places. The highest subterranean temperature which I know is that given by Humboldt for the mines of Guanaxato, (see table,) and of this, M. Daubuisson justly remarks, "in this locality the observation is vitiated by local causes, hot springs issuing from the earth in all directions." Nevertheless, our observation at a less depth gives an excess of 5° centigrade above that of Humboldt, and this too without taking into account local influences, as I shall proceed to show. I am consequently induced to believe, that the highest known subterranean temperatures observed, are those which I found at Monte-Massi.

Observations hitherto made in different localities indicate a variable progression in the internal temperature of the globe, but as a general law, the increase is found to be about 1° for every 35 metres of descent.

In no other place has the progression been found so rapid as in the Tuscan wells. The thermometer observed at the orifice on the day of our visit marked 17° 2 centigrade; and if we consider the season, and the mean temperature of the neighboring country, we may obtain an approximate value for the mean temperature of the plain of Monte-Massi. Thus, at Rome, whose position in reference to the Mediterranean is nearly the same, the mean temperature is 16°; the situation of the former being a little more northerly, would be compensated by an elevation and less distance from the sea. We may then assign 16° as its mean temperature, without being far from the truth. In this case, we find the temperature, of the

well increases very nearly 1° for every 13 metres; which is the greatest hitherto observed.

It might be thought there are special causes producing the excess of temperature at Monte-Massi; but I have reason to believe there are few places where observations of this nature are as exempt from local effects.

In the first place, during the two years that the excavation has been continued near the bottom, there have only been two laborers with a single lamp, and M. Cordier has shown that this source of heat is quite insensible. Secondly, the external air circulating freely at the bottom of the well, would be more powerful in cooling than the presence of two laborers and one lamp in heating. Thirdly, the strata traversed are composed only of hard argil and grey felspar; they contain no trace of pyrites and do not permit the passage of a drop of water. The only strata of coal found is of little thickness and is near the surface. Finally, there are neither extinct volcanoes, nor hot springs in the vicinity.

There are, it is true, in the neighboring mountains, eruptive rocks, as Ophiolites, Euphotides, Gabbri, Ophites; and that the soil of this part of Tuscany presents, at every step, traces of igneous action and *plutonisation*; but the effects are very ancient, and the causes which produced them are entirely extinct at the surface. The plutonic rocks are cold, decomposed, altered by time, and are to be found only at a distance from the wells. It does not appear to me therefore that the high temperature can be derived from this cause, and if the phenomenon is to be attributed to this circumstance, I know no place free from the same source of error; for wherever there are deep mines or subterranean temperature observed, there are to be found about them rocks of granite, porphyry, trappe, and traces of subterranean movements, &c. I may add yet another proof of the absence of local causes. A few days after descending the well at Monte-Massi, I visited the rich copper mine of Monte-Catini, near Volterra, and in the same mountains. This mine has been opened in the midst of an immense mass of gabbro, which shows the changes produced by eruptions in a picturesque manner. On one side of the mountain and at its base a gallery had been opened which was intended to connect with the mine on the opposite side. They had excavated 340 metres, that is, an amount about equal to the depth of Monte-Massi. The two workmen had each a lamp, and had already reached the centre of the mountain. The aperture was nearly the same size as that at Monte-Massi, and differed from it only in the direction, which differed little from the horizontal. A blast had just been made at the moment of my visit which would elevate the temperature somewhat, though unfortunately I had no thermometer. I am satisfied however, *there was no difference* between the external temperature and that at the bottom of the gallery, the only sensation I experienced being that of suffocation from the odor and smoke of powder.

I afterwards visited the mine on the opposite side of the mountain, where I found thermometers. It has a depth of 118 metres below its orifice; is divided

in four stages which extend horizontally, and are entirely opened in massive red gabbro and ophiolite. There were about fifty workmen employed in different galleries, with a great number of lamps. The external air at 1 P. M., was $16^{\circ}8$, centigrade that at the bottom of the mine $22^{\circ}5$ and, the rocks 25° .

From these facts I draw the following conclusions:

1st. A *vertical* excavation of 348 metres at Monte-Massi, cut through *stratified rocks*, at the bottom of which there are *two laborers with one lamp*, gives a difference of temperature between its two extremities of nearly 25° centigrade.

2nd. A *horizontal* excavation of nearly the same extent at Monte-Catini, cut through an *eruptive rock*, with *two workmen and two lamps*, presents no sensible difference of temperature to the body between its extremities, even at the moment of exploding a mine.

3d. The mine of Monte-Catini, which is opened in a mass of gabbro and where there are fifty laborers with many lamps, gives a difference of nearly 9° between the temperature of the external air and that of the rocks at its bottom. This is nearly the same progression of heat which I found at Monte-Massi between the orifice and the strata of coal about 116 metres deep.

From what I have said it clearly results, that the high temperature at Monte-Massi, is not the effect of local plutonic influences, nor other accessory circumstances, but that it is naturally derived from the great central calorific source.

If the facts which I have detailed are sufficient for a comparison between the depths, temperatures, &c., of the Tuscan and other subterranean excavations, we may draw thence the following final inductions:

1st. Observations known to science since 1830, show that the greatest depths excavated below the level of the ocean are the Dalcoath mine in Cornwall, (311 metres;) and secondly, the wells of Monte-Massi in Tuscany, (295 metres.)

2d. The temperature of the Tuscan wells exceeds all other known subterranean temperatures.

3d. Apart from all local influences, the most probable cause of the excess of heat in these wells as compared with the Dalcoath mine, which is deeper, is to be attributed to the fact, that subterranean igneous action has been continued longer in the Italian peninsula than the English continent, as is proved by the volcanoes, earthquakes, &c., which still affect the solid crust of our country. We may consequently believe, that the central igneous nucleus is to be found nearer the terrestrial surface in Italy than in England, imparting its greater warmth to the soil of Tuscany.

The labors are suspended in these wells from the month of June to November, on account of the insalubrity of the summer. This offers an extremely favorable occasion to make very exact observations, and I hope to return there for the purpose, before the renewal of the work in November; thus obtaining information to confirm one of the most important problems of terrestrial physics.

From the St. Augustine News.

CORRESPONDENCE BETWEEN THE CITY COUNCIL OF ST. AUGUSTINE AND THE SECRETARY OF THE TREASURY.

ST. AUGUSTINE, E. F., *August 14th, 1843.*

SIR: The undersigned, the Mayor and Council of St. Augustine, beg leave to represent to you, that both during the late Indian War, and up to the present moment, the coast of this Territory has been without any maritime protection, being a bare and exposed frontier, on which either smuggling, piracy, or the abduction of slaves, may be carried on with impunity, and, as we have reason to believe, have been perpetrated, both by the Indians and evil disposed white persons in connection with them.

The undersigned are induced to address you on the subject, at this particular time, in consequence of certain recent occurrences, which tend to show not only that the slave property of the inhabitants of the Territory is threatened with danger, but also the peaceful relations of the United States with a Power whose possessions are in our immediate neighborhood, afford her agents and emissaries opportunities of tampering with our slaves and abducting them from their owners, which, embarked as she is in the cause of abolition, there can be no doubt of her willingness to avail herself of, and as is otherwise shown by the following facts:

The recent occurrences to which we allude, are, first, the absconding, some six weeks ago, of seven slaves from Key West, who seized a boat in the harbor, and, though closely pursued, succeeded in making their escape to the Bahama Islands, where they have ever since been sheltered and have no doubt been made free. Subsequent to this, seven negroes, two of them employed as sailors on board the schooner *Walter M.*, a vessel in the service of the United States, made their escape in the pilot boat of this harbor, having first possessed themselves of seven stand of muskets, which formed a part of the armament of the above vessel. There is little doubt they have made, as the first party of fugitives did, for the Bahama Islands, having taken with them a compass, and a sufficient quantity of provisions to last them in a run to that place.

It must be seen that such occurrences, while they tend daily to lessen the security, and therefore the value of a species of property on which the prosperity of the Territory mainly depends, there are other circumstances connected with this last occurrence, which afford good ground for believing that there exists in some quarter, and probably in the Bahama Islands, a regularly organized system for the abduction of our slaves, or for aiding and abetting them in escaping from their owners. The circumstances that lead to this belief are: that a few days after the occurrence above mentioned, a suspicious sail appeared to lurk on and off the harbor of this place, so that her movements excited general attention. On being boarded by the Pilots, she was found to have rather a numerous crew on board, but appeared to be otherwise unusually light, or only in ballast. The captain, however, on being questioned as to his destina-

tion, stated, that he was in search of a market for his cargo, which he represented to be of salt, the vessel itself being, as he said, from Rum Key, one of the Bahama Islands. He nevertheless, on being left by the pilots, immediately put about, and steered in the wake of the *Walter M.*, the vessel from which a portion of the negroes escaped, and which had just previously left this port for Key West.

Since the absconding of the negroes, the slave of a gentleman to whom one of the fugitives belonged, had stated to his master, that the latter, a few nights before he absconded, observed to some of his comrades, that a British vessel would soon be off the port, and that there would then be a good opportunity for those who wished it, to obtain their freedom.

Under these circumstances, the undersigned earnestly petition, that a proper maritime force be stationed on this coast for its protection, and that at least two cutters be ordered to ply regularly between this harbor and Key West, so as to form a check on our slaves along the sea-board, and on those whom it is believed keep up a communication with them, in order to withdraw them from their owners; and who may incite them to still more pernicious acts against the latter.

We have the honor to be, sir, your obed't servants,
ABRAHAM DUPONT,

Mayor of St. Augustine,

PEDRO BENET,
MANUEL CRESPO,
EM'L J. MEDICIS,
MATHEW SOLANO, } *Aldermen.*

[L. S.] In witness whereof, the corporation seal is affixed,

P. B. DUMAS,
Clerk of the Council.

To the Hon. J. C. SPENCER,
Secretary of the Treasury, Washington City.

TREASURY DEPARTMENT,
September 13, 1843.

GENTLEMEN: Your letter of the 14th of August last, requesting that a revenue vessel may be stationed at St. Augustine, for the purpose of preventing smuggling, piracy, and the abduction of slaves, is received; and in reply I have to state, that the commander of the cutter on the Savannah station has been directed to touch frequently at St. Augustine, and the collector of the district is provided with a revenue boat. These arrangements are deemed all that is necessary in order to prevent infringements upon the revenue laws.

The suppression of piracy, or the protection of private property, are only incidental to the discharge of the legitimate duties prescribed by law to the revenue vessels, and this Department has no power to provide vessels for either purpose. Should, however, the commander of the vessel fall in with persons committing depredations upon the property of citizens, or abducting slaves by sea, he will doubtless consider it his duty to interfere.

Very respectfully, gentlemen, your obed't servant,

J. C. SPENCER,

Secretary of the Treasury.

To the Mayor and Council, St. Augustine.

ARMY.

1ST ARTILLERY.—Company E, Bvt. Major Saunders, transferred from Houlton to Fort Sullivan, Eastport, Maine; and Company G, Captain J. H. Winder, from Fort Sullivan to Houlton.

NAVY.**Oct. ORDERS.**

- 4—Lt. J. T. McDonough, receiving-vessel, Baltimore.
 - 5—P. Mid. Wm. De Iongh, frigate Savannah, Norfolk.
 - Mid. J. P. Wheelock, ship Independence, New York.
 - 6—Capt. J. D. Sloat, detached from command of navy-yard, Portsmouth, N. H., 1st November, and waiting orders.
 - Lt. Roger Perry, steamer Union, Washington.
 - Purser Wm. Sinclair, order to sloop Yorktown revoked.
 - Master Thomas Goin, rendezvous, New York.
 - P. Mid. C. ap Roger Jones, Depot of Charts, Washington.
 - P. Mid. James L. Blair, brig Perry, Norfolk.
 - Lt. J. W. Cooke, order to brig Perry revoked.
 - Mid. R. Fairfax, sloop Boston, Boston.
 - 7—Lt. Geo. T. Sinclair, receiving-ship, Norfolk.
 - 9—Commr. J. D. Knight, command of schooner On-ka-hy-e, as receiving-ship, Charleston, South Carolina.
 - Commr. Wm. M. Armstrong, to command of rendezvous, Norfolk, vice Commr. J. J. Young, 1st November.
 - Mid. R. B. Lowry and J. B. McCauley, ship Princeton, Philadelphia.
 - 10—Lt. W. F. Lynch, permission to be absent from U. S. till 1st May next, for the benefit of his health.
 - 11—Lieut. J. A. Winslow, to return to Gibraltar, via England, with despatches for Capt. Newton.
- Oct. RESIGNATION.**
- 11—E. R. Neilson, acting midshipman.

Naval Intelligence.**U. S. VESSELS OF WAR REPORTED.**

The man-of-war anchorage off the naval hospital presents, at present, an imposing and quite a warlike appearance. First in view is the noble and splendid ship-of-the-line, the *Pennsylvania*, of 120 guns, Capt. Zantzinger, bearing the broad pendant of Commodore E. Pendleton Kennedy. Near her lies moored the sloops-of-war *Vandalia*, Commander Chauncey, and *Warren*, Commander Hull, of 20 guns each; brigs *Bainbridge*, Commander Mattison, Lt. Commanding Johnson, having been detached; *Dolphin*, Comm'r Knight, of 10 guns each, and *Oregon*, Lt. Comd'g Porter; schooners *On-ka-hy-e*, Lt. Comd'g Bispham, and *Wave*, Lt. Comd'g Shubrick.—*Norfolk Beacon*, October 4.

The brig *Truxtun* has taken on board at Constantinople, the remains of the brave and lamented Commodore Porter, who died while minister from the United States to the Sublime Porte. The *Truxtun* proceeds homewards upon her special and melancholy mission, with all despatch.

MEDITERRANEAN SQUADRON.—Sloop *Fairfield* was at Tripoli, August 24.

Delaware, 74, Capt. McCauley, broad pendant of Commo. Morris, at Naples, August 27, had visited all the ports on the south coast of Spain, France, and Italy; would proceed early in September to visit the principal ports in Sicily. Officers and crew generally in good health.

Frigate *Congress*, Captain Voorhees, at Alexandria, August 30; having visited in succession, Toulon, Leghorn, Naples, Messina, Trieste, Napoli di Romania, and Alexandria, all well and in excellent health; had lost but one man (Isaac Crockett, who died August 8, of consumption) since leaving United States. The *Congress* would leave Alexandria in eight or ten days, and after visiting Tripoli and Malta, would be at Mahon about 10th October.

Ship *Rajah*, with part of the officers and crew of the *Missouri*, sailed from Gibraltar, on the 3d September, for Boston. Captain Newton remained behind, to look after the wreck, and kept with him one lieutenant, purser, two midshipmen, two engineers, and forty men, who would be kept at work, recovering as much of the property as they could.

BRAZIL SQUADRON.—Schooner *Enterprise* arrived at Rio Janeiro, August 20, from Montevideo. All well.

Ship-of-the-line *Columbus* was at Rio Janeiro, on the 23d of August.

Marriage.

In Philadelphia, on the 28th ult., NATHANIEL L. DICKEY, to HESTER ELIZABETH, youngest daughter of the late Capt. DANIEL S. STELLWAGGEN, of the U. S. Navy.

Death.

At the villa d' Elei, near Florence, Tuscany, on the 3d September, MARY LAWRENCE, wife of Lieut. WILLIAM PRESTON GRIFFIN, of the U. S. Navy, and only daughter of Capt. JAMES LAWRENCE.

Sept. ARRIVALS AT WASHINGTON.

- 30—Lieut. Lewis Mills, rifles, Fuller's.
- Lieut. Geo. Deshon, ordnance, Galabrun's.
- Lieut. R. P. Hammond, 3d arty., Fuller's.

Oct.

- 2—Lieut. D. Davidson, 2d infy., Mrs. Easton's.
- 3—Major W. Seawell, 7th infy., Fuller's.
- Paymaster P. Muhlenberg, Fuller's.
- 4—Capt. E. S. Sibley, A. Q. M., Fuller's.
- Lieut. M. Lovell, 4th arty., Fuller's.
- Lieut. J. Hillhouse, 4th arty., Fuller's.
- Lieut. M. S. Miller, 3d arty., J. Mason, jr.
- 5—Lieut. W. H. Shover, 3d arty., Brown's.
- 7—Capt. L. J. Beall, rifles, Georgetown.
- 9—Lieut. C. Tompkins, 3d arty., Gadsby's.
- Lieut. S. H. Drum, 4th arty., Fuller's.
- Capt. J. T. Sprague, 8th infy., Fuller's.
- Capt. G. G. Waggaman, Com. Sub., Hope Club.

QUARTERLY ARMY AND NAVY REGISTERS.—The Army Register will be issued in February, May, August and November, of each year; and will contain, besides the usual matter in the official Register, the stations of each officer, the head quarters of each regiment, the garrisons of every post and arsenal, the names of military storekeepers, chaplains and sutlers, a list of cadets at the military academy, and such other information as may appear useful or desirable.

[One reason for issuing the Army Register on the above named months, is, that the August number will contain the list of graduates of the year, and their assignment to corps or regiments.]

The Navy Register, to be issued in January, April, July and October, will contain the matter usually found in the official Register, with the addition of the names of officers at the several yards and stations, including the civil establishments, and on board our vessels of war.

The price will be to subscribers for the series, one dollar a year for each; for single copies 37 1-2 cents. B. HOMANS.

ARMY AND NAVY CHRONICLE, for five years—from 1836 to 1840—ten volumes, half bound, and unbound; for sale, at \$12 50 per set, in sheets, or \$15 per set, bound. Any volume or number may be had separately. Jan. 19—tr B. HOMANS.

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